PRODECO technologies

Men's Fitness

v2013

Important:

Aluminum Frame

Do not jump or hit curbs. Aluminum frames are not intended for impacts. Inspect frame for fractures.

USER GUIDE

It is important you read this USER GUIDE to understand your new bicycle. All riders including experienced bicycle riders should read this user guide. The user guide explains the functions of your new bicycle and details on performing basic maintenance. Please take the time to register your new bicycle for the warranty to take effect.

Some of the content of this manual may differ from your bicycle depending on the options of the bicycle and what your dealer provided.

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OPERATIONAL INSTRUCTIONS

Chapter 1: Introduction

Prodeco Technologies thanks you for your purchase of your new Men's Fitness bicycle. This manual will serve to provide you with the information needed to operate, maintain and enjoy it safely. Your bicycle should provide you with years of healthy enjoyment provided you follow these steps.

For questions or customer service please contact PRODECO TECHNOLOGIES at 800.943.6190 or e-mail us at service@prodecotech.com.

a) About this manual

To prevent serious injury to yourself and others, and to prevent damage to the bicycle please read and understand these instructions completely before operating your Men's Fitness bicycle. Your new bicycle is a great form of transportation whether commuting to work, strolling through a park, or riding an obscure trail at the RV park. You should use caution and care while getting accustomed to your bicycle's riding characteristics. The following manual will provide basic instructions regarding your bicycle's care and maintenance, operating procedures, and other important information. You should read it thoroughly before riding your new bicycle for the first time. If you have any questions that are not answered in this manual, contact your local authorized Prodeco Technologies dealer or you can call us at 800.943.6190.

b) Important notices

- Make sure your bicycle is properly fitted to you as described in Chapter 3 "Basic Instructions".
- Perform the mechanical safety check described in Chapter 3 "Basic Instructions" section f "Mechanical safety check" before each ride.
- You should first ride your Men's Fitness bicycle slowly and cautiously with a short local trip. This will allow for the familiarization of how your Men's Fitness bicycle rides and balances before attempting a long trip or riding in traffic.
- Always apply full front & rear brake lever pressure when attempting to mount or dismount the bicycle.
- You should always wear a helmet when riding this or any bicycle.

c) General warning

Like any sport, bicycling involves the risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know — and to practice — the rules of safe and responsible riding and of proper use and maintenance. Proper use and maintenance of your bicycle reduces risk of injury.

This Manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle and of failure to follow safe cycling practices.

WARNING: ***This image followed by the word WARNING indicates a potentially hazardous situation that, if not avoided, could result in serious injury or death.***

CAUTION: ***This image followed by the word CAUTION indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury, serious, damage to the bicycle or the voiding of your warranty or is an alert against unsafe practices.***

Many of the Warnings and Cautions state, "you may lose control and fall". Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death. Because it is impossible to anticipate every situation or condition that can occur while riding, this Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider.

d) A special note to parents

The Prodeco Technologies Men's Fitness bicycle is intended for use by adult riders only. As a parent or guardian, you are responsible for the activities and safety of your minor child including the following of your state and local laws in regards to the riding of bicycle by a minor (under the age of 18). That includes making sure that your minor child can safely ride and control all of the operations of the bicycle, and fully understands all warnings and cautions as indicated in this User Guide. Please read on if you have determined that your minor child can legally and safely ride and control all of the operations of the bicycle. That includes making sure that the bicycle is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned and understand the safe operation of the bicycle; and that you and your child have learned, understand and obey not only the applicable bicycle and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent or guardian, you should read and understand this manual. Before letting any child ride the Men's Fitness bicycle or any of Prodeco Technologies bicycles, review with them all warnings and cautions; as well as the information on the proper usage of this bicycle. You must first confirm the laws, rules and regulations regarding bicycles in your state, city and local municipality.

WARNING: ***Make sure that you and your child always wears an approved bicycle helmet when riding; but also make sure that your child understands that a bicycle helmet is for bicycling only, and must be removed when not riding. A helmet must not be worn while playing, in play areas, on playground equipment, while climbing trees, or at any time while not riding a bicycle. Failure to follow this warning could result in serious injury or death.***

Chapter 2: Getting Started

CAUTION: ***If you have purchased the bicycle by mail order or through a sales channel whereas your new Men's Fitness bicycle is still in the box, it is recommended you read Chapter 3 "Basic Instructions" section g "Before your first ride" prior to your first ride. There may be additional adjustments required due to harsh shipping by the freight carrier.***

a) Unpacking your box

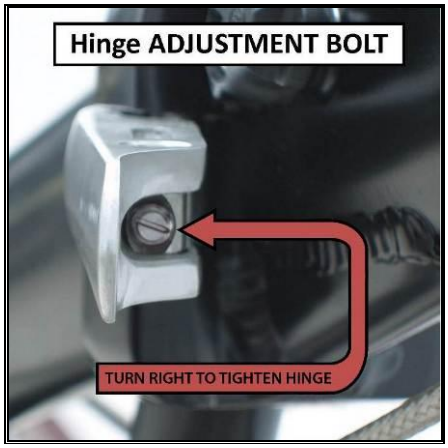
Your Men's Fitness bicycle arrives fully assembled in it's box other than need for the front wheel to be mounted, the insertion of the handlebar stem and seatpost. You can learn on how to mount the front wheel via the quick release axle, inserting the stem and adjusting the seatpost for height in Chapter 3 "Basic Instructions".

The Men's Fitness bicycle has been fully tested and adjusted prior to being packed in the Heavy Duty double wall box with expanding foam fitting system. To remove the Men's Fitness bicycle from it's box, simply remove the top layer of expanded foam (wrapped in a thin film) and place one hand under the front portion of the frame and the other hand under the center of the frame. Pull up slowly and the bicycle will lift out of the box. Remove the bottom layer of expanded foam (if attached to bicycle) and set the bicycle down by balancing the bicycle on the opened kick stand and rear wheel. The kick stand also performs as a crankset protector.

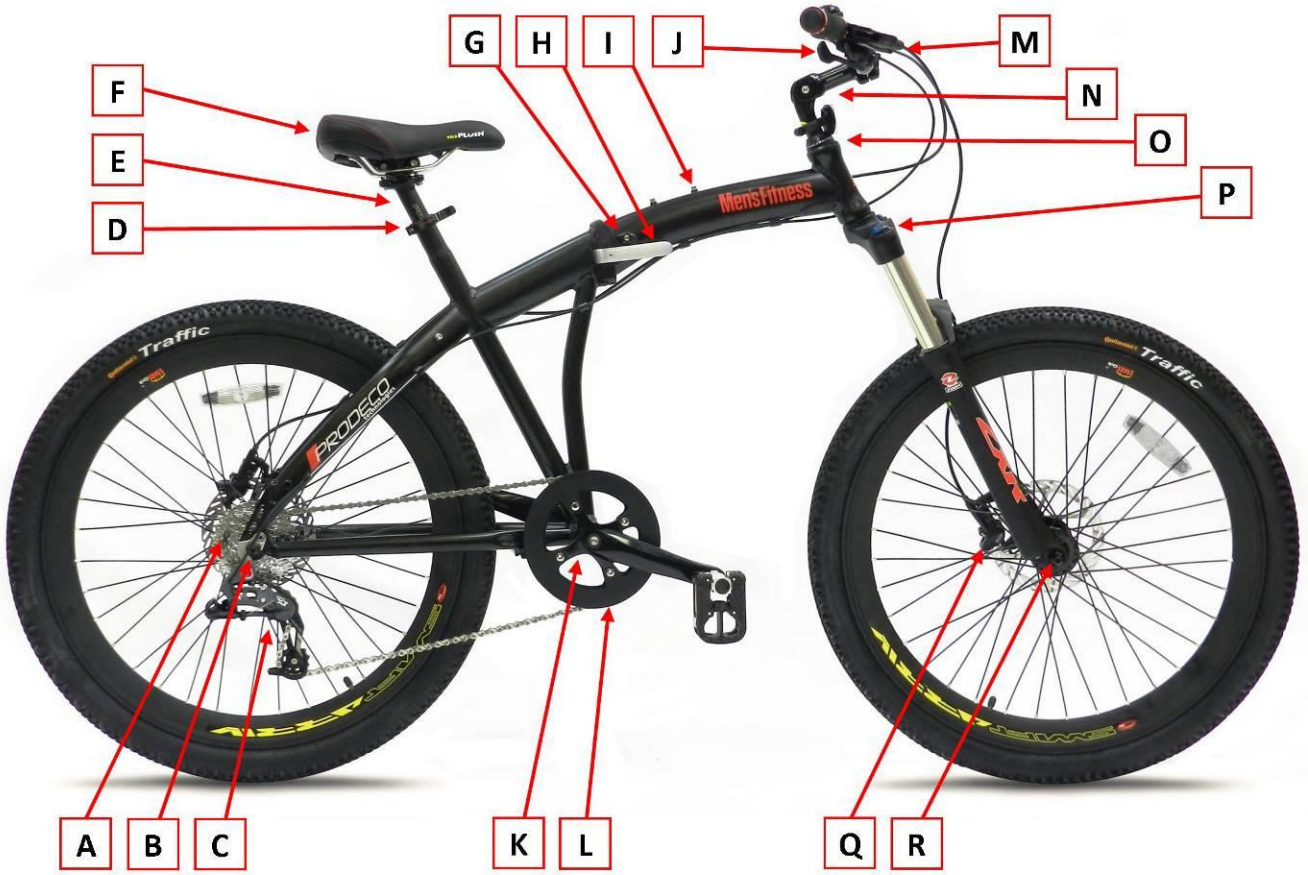
b) Folding and unfolding (SEE PHOTOS)

Folding: your bicycle has the ability to fold for easy storing and transporting. There is a quick release lever that will allow the bicycle to fold into an area half of the original size. The pedals can also be folded by squeezing the 2 metal tabs on the outside edges of each pedal, pulling the pedal outwards and then pushing the pedal down. To fold the bicycle you should stand on the right side of the bicycle (the crank set and chain side) and then un-clasp the frame hinge lever after turning the small safety release latch up. You will now be able to fold the bicycle in half. When picking up the bicycle once it has been folded, it is easy to lift by placing one hand under the front portion of the frame and one hand under the center of the frame in front of the seat tube. If folding the bicycle is to allow for the ability to store in a closet or small space, after folding you can roll the bicycle on its own wheel using the saddle nose and handlebar to guide it to the storing area.

Unfolding: your bicycle can easily be unfolded in a matter of seconds. Stand at the right side of the bicycle (the crank set and chain side) and place one hand around the front portion of the frame and one hand under the center portion of the frame behind the frame hinge. Open the frame to a straight position until the spring in the hinge clasp lever locks the lever in place. Close the lever completely and turn the hinge safety release latch down (clockwise) to lock the frame hinge lever in place. For some, it may be easier to use the handlebar stem and seat post to unfold or fold the bicycle. Please make sure the seat post and handlebar stem are tight and secured



c) Familiarize yourself with your bicycle's parts



A	8 Speed Cassette	G	Folding Hinge Safety	M	Handlebar
B	Quick Release Axle	H	Folding Hinge Lever	N	Adjustable Stem
C	Derailleur	I	Water Bottle Mounts	O	Headset
D	Seat Clamp	J	8 Speed Shifter	P	Fork Adjustment
E	Seat Post	K	Bottom Bracket	Q	Disc Brake
F	Saddle	L	Crankset	R	Quick Release Axle

Chapter 3: Basic Instructions

a. Bicycle Fit

It is very important your Men's Fitness bicycle is properly adjusted for comfort and to avoid the possibility of losing control while riding. The saddle and handlebar have adjustments available to allow riders from 5' 6" to 6' 6" to set the proper measurements allowing for a safe and comfortable riding position. There are saddle height, rotation and distance to steering tube adjustments and also a handlebar height and rotation adjustment. When adjusting the saddle height, it is recommended if you adjust the saddle height to allow for a full leg extension when pedaling. The ball of your foot when resting on the pedal should only allow for a slight bend at the knee when sitting. Please review the following points in determining how to make the correct adjustments. The subsequent sections will assist you with making these adjustments.

1) Is your bike adjusted to your size?

2) To check, see Chapter 5 "Perfect Fit and Ride". If your bicycle is not properly adjusted for you, you may lose control and fall.

3) Is the saddle at the right height? To check, see Chapter 5 "Perfect Fit and Ride" section a "Stand over height".

4) Are saddle and seat post securely clamped? A correctly tightened saddle will allow no saddle movement in any direction. See Chapter 3 "Basic Instructions" section b "Adjusting the saddle" for details.

5) Are the stem and handlebars at the right height for you? To check, see Chapter 5 "Perfect and Ride" section c "Handlebar height and angle". If not, see Chapter 3 "Basic Instructions" section c "Installing and adjusting the handlebar stem" and it will explain how to adjust.

6) Can you comfortably operate the brakes? If not, you are able to adjust their angle and reach. See Chapter 5 "Perfect Fit and Ride" section e "Brake lever height adjustments" for details.

7) Do you fully understand how to operate your new bicycle? If not, before your first ride, have your dealer or contact us to explain any functions or features that you do not understand after fully reading this manual.

b. Adjusting the saddle

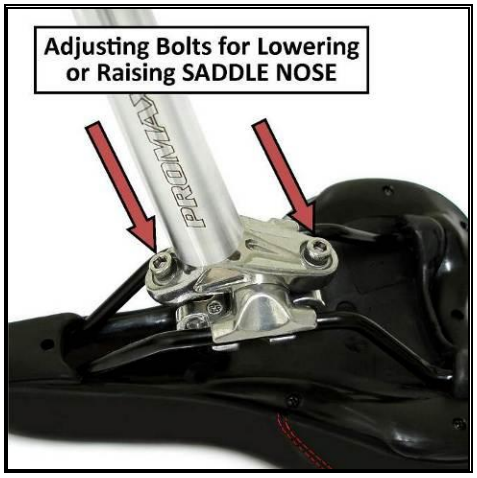
Your saddle has the ability to adjust the height instantaneously via a quick release clamp. There is also the ability to tilt the nose of the saddle up or down and adjust your riding position to be further or closer to the handlebar. The latter two require the use of the multi-use tool included with the purchase of your Men's Fitness bicycle. Please review the following details on adjusting your saddle.

- To adjust the height of the saddle or remove the seat post, please review the details below (no tools required). The quick release lever should be opened by pulling the lever away from the seat tube allowing for the seat tube clamp to loosen the grip around the post. This will allow you to raise or lower the saddle to the desired height. Do not over extend the seat post past the seat tube clamp, there is a minimum insertion line on the seat post which must be followed and you must not extend the seat post past this mark. It is also important the seat tube clamp is sufficiently tight when closing to maintain enough pressure around the seat post for it not to slide downwards after the quick release lever is closed. This can be accomplished by tightening the quick release nut clock wise which is located at the opposite end of the quick release lever. (SEE PHOTO)

WARNING: ***The seat post includes a minimum insertion mark. It is important you do not allow the seat post to be clamped below this mark. This mark must be inserted into the frame pass the top of quick release clamp. If clamping below this mark, it can cause the seat post to break, failure to follow this warning could result in serious injury or death.***

CAUTION: ***The seat tube quick release clamp must be checked for tightness to ensure the saddle will not accidentally slide into the seat tube when riding. This can cause a rider to lose balance and may result in a fall.***

- To tilt the nose of your saddle upwards or downwards, please review the details below (you will need to use the 5mm hex key included with your multi-use tool kit that came with your bicycle). The saddle mounting clamp attaches the saddle to the seat post via a front and rear barrel nut and bolt. To bring the nose of the saddle down, loosen the rear bolt by 1 full counter clockwise rotation and tighten the front bolt by 1 full clockwise rotation. Check for comfort and if the nose is still too high, attempt the above step again. Continue to adjust by following the step above over and over until the desired nose height is established. If you prefer to raise the nose, you can follow the above step but in the opposite direction (loosen the front bolt counter clockwise 1 rotation and tighten the rear bolt clockwise 1 rotation). ***All bolts should be tightened to 140 in*lb.*** (SEE PHOTO BELOW)



CAUTION: ***The saddle mounting clamp front and rear barrel nut and bolt must remain tight at all times. Test saddle for looseness or play in the rotation of the nose. If saddle is loose, tighten the clamp bolts to ensure the saddle will not accidentally rotate up or down when riding. Both bolts should be tightened to 60 in*lb. If loose, this can cause a rider to lose balance and may result in a fall.***

- Your saddle can be adjusted to be closer or further away from the steering tube/handlebar (you will need to use the 5mm hex key included with your multi-use tool kit). This adjustment is minimal but allows a 7.5mm adjustment in either direction from center mount (15mm total, close to 5/8"). To adjust the saddle closer or further, you must loosen the rear and front barrel nut and bolt set which connects the saddle rails to the saddle mounting clamp located at the top of the seat post. Loosen both bolts by rotating 2 times counter clockwise each. This should allow for sufficient looseness to slide the saddle rails in either direction on the saddle mounting clamp. You must not allow the edge of the saddle mounting clamp to meet with the saddle rail bends. The edge of the clamp must be a minimum of 5mm from the saddle rail bends. Upon establishing the correct position, tighten the saddle mounting clamp bolts 2 times in clockwise direction. Check for tightness of bolts and continue turning if loose. ***All bolts should be tightened to 140 in*lb.*** (SEE PHOTO BELOW)

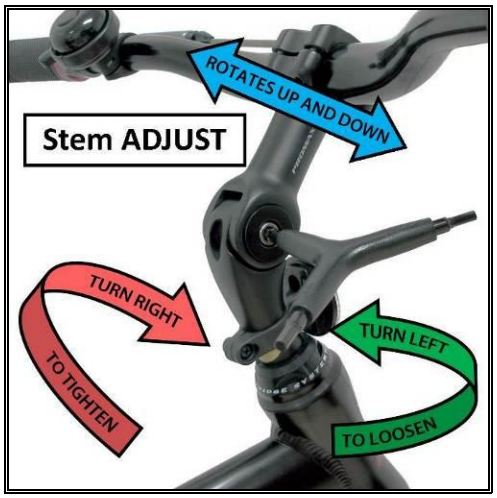
CAUTION: ***The saddle mounting clamp front and rear barrel nut and bolt must remain tight at all times. Test saddle for looseness or play in the rotation of the nose. If saddle is loose, tighten the bracket bolts to ensure the saddle will not accidentally rotate up or down when riding. Both bolts should be tightened to 140 in*lb. If loose, this can cause a rider to lose balance and may result in a fall.***

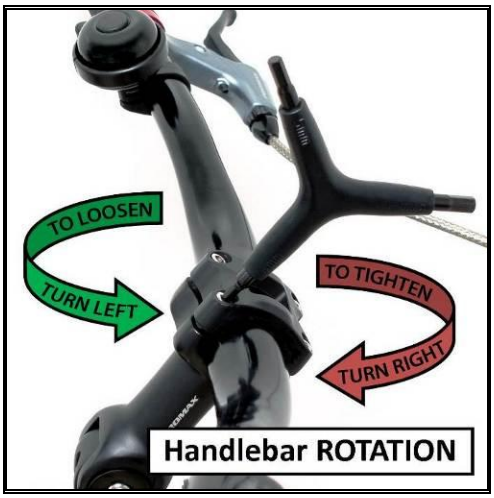
CAUTION: ***The edge of the saddle mounting clamp must have a minimum of 5mm of clearance from the saddle rail bends. If the edge of the clamp is mounted to close the saddle rail bends and the rider does not position themselves properly on the saddle, this could result in the rails becoming unstable due to the leverage of the riders weight. The rails can bend and can cause a rider to lose balance and may result in a fall.***

c. Installing and adjusting the handlebar stem

The handlebar and stem of the Men's Fitness bicycle is shipped not inserted into the steerer tube. The handlebar and stem is temporarily attached to the frame with shipping ties. Using scissors, cut the ties to free the handlebar and stem from the frame. Slide the stem quill into the steerer tube and set the stem to the preferred height for riding (see photo below for term explanation and following pages for details on installing). The steerer tube is at the inside and center of the headset. The stem quill must be inserted to the minimum insertion mark located on the side of the quill. Once inserted to the desired height, remove the small plastic stem quill bolt cover and using the 6mm hex key from the multi use tool kit, slightly tighten the stem quill bolt but not fully. You will need to align the handlebar and stem with the front wheel prior to fully tightening. To align the handlebar and stem, stand in front of the bicycle and hold the front wheel between both knees as not to allow the wheel to move. Using the grips of the handlebar, align the stem straight with the front wheel. The handlebar itself should cross the wheel from left to right in a perfect straight line and intersect the stem at a 90º angle. Once the handlebar and stem are aligned, you can now fully tighten the stem quill bolt. You will need to tighten at full force if using the multi use tool kit. A torque wrench is suggested and the stem quill bolt should be tightened to 20.8lb*ft. After tightening the stem quill bolt, reinsert the stem quill bolt cover. It is very important the stem bolt is properly tightened as not to come loose during a ride.

The stem can also be adjusted for rise. When adjusting for rise, the stem will rotate closer to the rider allowing for a more upright riding position. The rotation adjustment bolt is torque and tightened at the factory prior to shipping. If adjusting the rise of the stem, you must afterwards properly tighten the rotation adjustment bolt. A loose rotation bolt can become very dangerous during a ride if the stem drops from not being properly tightened. To adjust the rise of the stem, locate the adjusting bolt on the right side of the stem. Using the 6mm hex key which is included with the multi use tool kit which came with your bicycle, loosen the rotation adjustment bolt. Pivot the stem to the desired riding position and tighten the rotation adjustment bolt. You will need to tighten at full force if using the multi use tool kit. A torque wrench is suggested and the rotation adjustment bolt should be tightened to 180lb*in.





WARNING: ***The handlebar controls will be rotated upwards upon adjusting stem higher. Loosen the 4 stem binder bolts and rotate the handlebar downwards to preferred riding position. Tighten stem binder bolts to 90lbs*in.***

CAUTION: ***The handlebar stem quill bolt and rotation adjustment bolt must be checked for tightness to ensure the handlebar stem will not accidentally slide into the steering tube or the handlebar does not turn the wheel or the stem rise falls upon riding. Either accident can cause a rider to lose balance and may result in a fall.***

d. Safety first

It is important you follow your local bicycle laws but also it is important you ride safely. Below are examples of understanding how to ride your new Men's Fitness bicycle safely.

- Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care of your helmet.
- Do you have all the other required and recommended safety equipment for your area? It's your responsibility to familiarize yourself with the laws of the areas where you ride, and to comply with all applicable laws.
- Do you know how to correctly check your wheel axle nuts? Do you understand proper braking techniques? Is your saddle properly adjusted? These are all questions you should have the answers to prior to riding for the first time. This USER GUIDE will answer most of the questions you have in regards to your new bicycle and assist you in ensuring your bicycle remains safe to ride. You should first read the USER GUIDE in its entirety and familiarize yourself with your new bicycle prior to riding.
- For further safety guidelines, please read Chapter 4: Safety

e. Mechanical safety check

Check the condition of your bicycle before every ride.

- **Nuts, bolts and straps:** Make sure nothing is loose. Lift the front wheel off the ground by two or three inches then let it bounce on the ground. Anything sound, feel or look loose? Do a quick visual and tactile inspection of the whole bike. Are there any loose parts or accessories? If so, secure them. If you're not sure, ask someone with experience to check.
- **Tires and Wheels:** Make sure tires are correctly inflated, see Chapter 6. Check by putting one hand on the saddle, one on the intersection of the handlebars and stem, then bouncing your weight on the bike while looking at tire deflection. Compare what you see with how it looks when you know the tires are correctly inflated; and adjust if necessary. Are the tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bike. Spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles side to side even slightly, or rubs against or hits the brake pads, take the bike to a qualified bike shop to have the wheel trued.
- **Brakes:** Check the brakes for proper operation. Squeeze the brake levers. Are the brakes properly releasing? All control cables seated and securely engaged? Do the disc brake pads grasp the rotors within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment. Do not ride the bike until the brakes are properly adjusted.
- **Quick Releases:** Make sure seat post, rear axle & frame quick release levers are properly adjusted and all are in the locked position.
- **Handlebar and saddle alignment:** Make sure the saddle and handlebar stem are parallel to the bike's center line, clamped and bolts tightened enough so that you can't twist them out of alignment. If not, align and tighten them.
- **Handlebar ends:** Make sure the left and right handlebar grips are secure and in good condition. If not, replace them.

CAUTION: ***The braking of your bicycle is one of the highest concerns in safety. Proper brake lever mounting and cable adjustment is crucial for your brakes to work properly.***

WARNING: ***All Quick release levers must be closed and the clamps or axles tight. One loose quick release lever can cause the rider to lose control and cause serious injury or death.***

WARNING: ***Loose or damaged handlebar grips or extensions can cause you to lose control and fall. Unplugged handlebars can cut your body, and can cause serious injury in an otherwise minor accident.***

f. Before your first ride

Before your first ride study this manual in its entirety. Make sure you are comfortable and confident when sitting on the bicycle. If an adjustment does not feel right or something feels loose, check to ensure you are properly fitted to the bike and do a mechanical safety check as explained in the previous section.

g. First ride

When you buckle on your helmet and go for your first familiarization ride on your new bicycle, be sure to pick a controlled environment, away from cars, other cyclists, obstacles or other hazards. Ride to become familiar with the brake levers and shifting while pedaling your new bicycle.

- Familiarize yourself with the braking action of the bike. Test the brakes at slow speed, putting your weight toward the rear and gently applying the brakes, rear brake first. Sudden or excessive application of the front brake could pitch you over the handlebars. Applying brakes too hard can lock up a wheel, which could cause you to lose control and fall (see section j.).
- Your bike has a front suspension system, familiarize yourself with how the suspension responds to braking application and rider weight shifts.
- Check out the handling and response of the bike; and check the comfort.
- If you have any questions, or if you feel anything about the bike is not as it should be, take the bike back to your dealer for advice or contact us.

h. Using your brakes

Your Men's Fitness is equipped with a high performance Avid Elixir 5 Hydraulic Disc Brake system. The Elixir 5 front and rear disc brakes allow your new Men's Fitness to stop quickly and accurately. Hydraulic brakes are self-adjusting. No adjustments are required once the calipers are properly installed utilizing Avid's Tri Align spherical and concave CPS bolt system. When properly mounted, the Men's Fitness high performance disc brake system offers tremendous stopping power. Prior to leaving the factory, the Men's Fitness brakes were properly mounted and tested. Disc brakes however do require a bed-in process which occurs naturally after 20-40 stops. It can be sped up by following the bed-in guidelines detailed in "Maintenance and Replacement", section "Brake pad bed in".

When braking, both brake levers should be applied simultaneously. Your left brake lever manages your front brake and your right brake lever manages your rear brake. You should become accustomed to the stopping power of each brake (front & rear). Test each brake separately in a controlled environment for their ability to stop the bicycle. Front brakes when locked can cause the rear wheel to come off the ground and the rider can be thrown off the bicycle. In emergency situations, apply pressure to each brake lever, shift your weight to the back of the bicycle and only attempt to use full force on the front brakes when the bicycle is not stopping quickly enough. Always keep a safe distance between other vehicles, pedestrians and other riders.

WARNING: ***Locking the front wheel during braking can cause the rear wheel to lift off the ground and throw the rider off the bicycle. Both brake levers should be applied simultaneously. In an emergency situation shift your weight to the back of the bicycle. Locking the front wheel can cause the rider to lose control, be thrown off the bicycle and cause serious injury or death.***

b. Shifting gears

The shifting of gears is required to change the ratio of the rotation of pedaling to allow more or less torque and lower or higher speeds according to one complete rotation of the crank set. If requiring more torque, you will shift to a larger rear sprocket for a higher rotation of pedaling to a lower speed of the rear wheel. To switch to a larger rear sprocket, you will need to shift to a lower gear. Gear 1 is the largest sprocket which is 32 Teeth and your lowest gear. One full crank rotation creates a 1.47 turn of the rear wheel. For higher speeds from less rotation of the crankset on flat pathways, you will shift to a smaller rear sprocket for a higher wheel rotation to a lower crankset speed. To shift to a smaller sprocket, you will need to shift to a higher gear. Gear 8 is the smallest sprocket with 11 Teeth and your highest gear. One full crank rotation creates 4 turns of the rear wheel.

To shift gears up, press the shift up thumb lever 1 click per gear shift. To shift gears down, press the shift down lever. Practice shifting on your first rides out.

c. Watching for obstacles around you

It is very important you are aware of your surroundings and obstacles which may appear near you. You must watch the road surface you are traveling on which could allow for the tires to slip or cause a flat. Examples are soft shoulders, rocks, pot holes, uneven paths, grates, construction sites and more. Pay attention to other riders in your area, automobiles, motorcycles, pedestrians, poles, intersections and road signs to name a few.

WARNING: ***Hitting a pot hole, soft shoulder or other road deviation may cause you to lose control, be thrown and cause serious injury or death.***

d. Safe riding in various conditions

Riders may find themselves riding in a condition they did not plan on encountering. It is important your new Men's Fitness bicycle is maintained properly for optimum performance. Please read Chapter 7 on the details required to keep your bicycle at its best. An unexpected rain storm, snow flurry or night ride could arise during a day's trip and you should always be prepared. Please read Chapter 4 on Safety, so upon encountering an unexpected ride condition, you will be confident and ready.

Chapter 4: Safety

The manual has detailed safety riding methods. In this chapter we will further discuss additional safety guidelines.

a. The basics

Below is a basic guideline according to the CPSC (US Consumer Product Safety Commission) in regards to riding a bike safely.

- Always wear a helmet to help prevent head injuries.
- Observe all traffic laws and signals, just as automobiles must do.
- Don't ride double or attempt stunts.
- Ride near the curb in the same direction as traffic.
- Find alternate routes, rather than ride through busy intersections and heavy or high-speed traffic.
- Walk -- don't ride -- your bicycle across busy intersections and left turn corners.
- Avoid riding in wet weather. When wet, handbrakes may require a long distance to stop.
- Avoid riding in the dark. If you do, be sure the bike is equipped with a headlight, a taillight and reflectors. Apply retro-reflective trim to clothing, or wear reflective vests and jackets.
- Avoid loose clothing or long coats that can catch in pedals or wheels. Leg clips or bands keep pants legs from tangling in the chain.
- Avoid crossing raised sewer grates.
- Regular maintenance is essential for safe riding. Refer to the maintenance recommendations. If you do not have basic mechanical skills, an authorized dealer should perform repairs and maintenance.

- Align (or "true") wobbly wheels for better control. Spokes also may need adjustment.
- Replace all missing, damaged, or worn parts; for example, brake pads, chainguards, chain links, spokes, screws and bolts, handlebar grips.
- Tighten and/or adjust loose parts.
- Periodically inspect frame, fork, spindles and other components for cracking.
- Parts should be adjusted to manufacturer's torque specifications.
- Inflate tires to recommended pressure, and replace worn tires.
- Lightly oil and clean moving parts. Keep oil off rubber.
- Keep bicycle indoors when not in use.

b. Riding Safety

Below are detailed guidelines according to the NHSTA (National Highway and Traffic Safety Administration) on bicycle safety

- **Protect Your Head: Wear a Helmet -** Never ride a bicycle without wearing a properly fitted helmet. Helmets are proven to be 85-88 percent effective in preventing traumatic brain injury, the primary cause of death and disabling injuries resulting from cycling crashes. Wear a helmet that meets the U.S. Consumer Product Safety Commission (CPSC) standard (see inside of helmet for presence of a label).
- **Assure Bicycle Readiness: Ensure Proper Size and Function of Bicycle -** Make sure the bicycle fits you: Stand over the top of the Men's Fitness bicycle – there should be minimum 3 inches of clearance from the frame bar. Seat height — as previously mentioned, with the ball of your foot on the pedal, the fully extended leg should have a slight bend. Check all parts of the bicycle to make sure they are secure and working well: The Handlebar should be firmly in place and turns easily. The wheels must be straight and secure; the quick release rear axle must be secured.
- **Stop It: Always Check Brakes Before Riding -** Always control your speed by using your brakes. Apply the rear brake slightly before the front brake. Always keep your brakes adjusted. If you cannot stop quickly, adjust your brakes. Review Chapter 7 "Maintenance and Replacement" section c "Brake adjustments" to adjust the brakes. When your hand brake levers are fully applied, they should not touch the handlebars. Ride slowly in wet weather and apply your brakes earlier, it takes more distance to stop.
- **See and Be Seen -** Wear clothes that make you more visible. Always wear neon, florescent, or other bright colors when riding a bicycle.
- **Avoid Biking at Night -** It is far more dangerous to bicycle at night than during the day. The Men's Fitness bicycle as with any bicycle requires LED lights for night time riding. If you must ride at night, you should also do the following: wear retro-reflective clothing or material, not just white or florescent, especially on your ankles, wrists, back, and helmet. Only ride in areas familiar to you. Brightly lit streets are best. Always assume you are not seen by a driver. Children should NOT ride at night.
- **Go With the Flow: The Safe Way is the RIGHT Way -** Ride on the right side in a straight, predictable path. Always go single file in the same direction as other vehicles. Riding against traffic puts you where motorists don't expect you. They may not see you, and may pull across your path, or turn into you.
- **Check for Traffic: Always Be Aware of the Traffic Around You -** Over 70 percent of car-bicycle crashes occur at driveways or other intersections. Before you enter any street or intersection, check for traffic. Always look left-right-left, and walk your bicycle into the street to begin your ride. If you are already in the street, always look behind you for a break-in traffic, then signal before going left or right. Watch for left or right turning traffic.
- **Learn Rules of The Road: Obey Traffic Laws -** Bicycles are considered vehicles. Bicyclists must obey the same rules as motorists. Read your State drivers handbook, and learn and follow all the traffic signs, laws, and rules for operating a vehicle on the road. Always signal your moves. Be courteous to pedestrians and other vehicle operators. *Never wear headphones* while riding as they impair your ability to hear traffic. Become familiar with the accommodations that are available for bicyclists in your area. These include bicycle lanes and routes as well as off-road paths. Take advantage of these whenever possible.
- **"Drive" with Care: Share the Road -** When you ride, consider yourself the driver of a vehicle and always keep safety in mind. Choose to ride in the bike lane, if available. If the roadway or bike lane is wide, ride to the right; if the lane is narrow, you may choose to ride in the middle of the lane. Take extra precautions when riding on a roadway. Bicycles are smaller than automobiles, and don't protect the operator like an automobile. You should: Make eye contact, smile, or wave to communicate with motorists. Courtesy and predictability are a key to safe cycling; Be considerate and aware of motorists and pedestrians. Learn to anticipate their actions. Remember, pedestrians have the right of way; Ride far enough away from the curb to avoid the unexpected from parked cars (i.e. opening doors or drivers pulling out without checking); Keep control of your bicycle: look behind you while maintaining your bicycle in a straight path; be able to ride with one hand on the handlebars and signal a turn. (Practice these skills in a parking lot); Always look over your shoulder, and if possible, signal before changing lanes; Make sure that books, clothes, and other items are securely attached to the bicycle or carried in a backpack; and Use bells, horns, or your voice to alert pedestrians and bicyclists that you are approaching or passing.
- **Stay Focused: Stay Alert -** Never wear headphones; they hinder your ability to hear traffic. Always look for obstacles in your path (potholes, cracks, expansion joints, railroad tracks, wet leaves, drainage grates, or anything that could make you fall). Before going around any object, scan ahead and behind you for a gap in traffic, signal your intentions to move, and then follow through with your intentions. Be aware of the traffic around you. Ride defensively. Use extra care when riding in wet weather, ice, frost, or snow. Slow your speed and allow extra time and space to stop. Use extra care when crossing bridges which are extra slippery under wet conditions. Use caution when crossing a railroad track; cross tracks at a 90-degree angle and proceed slowly.

c. Wet weather riding

You should avoid whenever possible to ride your bicycle in the rain. Riding a bicycle in the rain is like driving a car in the snow. You will not be able to stop as fast and must leave a larger distance between you and the obstacles around you. Your brakes will not perform as quick when they are wet. You will not be able to turn as sharp without the danger of slipping. You must also ride away from or be cautious around painted lines, pot holes, sewer or drain grates, rail road crossings, bridges, wet leaves and any other area where a slippery surface can appear with water. Keep an eye out for puddles and turn your lights on if you have them. If you live in an environment where rain riding is expected, you should install front and rear fenders if you have not already done so. Use a cover for your bicycle if leaving it outdoors.

d. Reflectors

The CPSC (US Consumer Product Safety Commission) requires front, rear, wheel and pedal reflectors. Your Men's Fitness bicycle includes federal regulated reflectors and they should not be removed. If needing to be replaced, replace them with authorized Prodeco Technologies reflectors or reflectors approved by the CPSC.

e. Night riding

Almost anywhere in the world today, bicycle night riding requires front and rear lights on your bicycle. You must install front and rear lights if you plan on riding at night. Check your local laws on what is required for night riding. Always wear retro-reflective clothing or material, not just white or florescent, especially on your ankles, wrists, back, and helmet. Only ride in areas familiar to you. Brightly lit streets are best. Always assume you are not seen by a driver. Children should NOT ride at night.

f. Adding accessories

When adding accessories to your bicycle you must check to confirm they do not lower the safety value of your bicycle. Prodeco Technologies offers authorized accessories for your bicycle which have been approved not to lower the safety value. Ask your authorized dealer or contact us if you are not sure about adding an accessory to your bicycle and the possibility of lowering your bicycle's overall safety.

Chapter 5: Perfect Fit and Ride

It is very important your new Men's Fitness bicycle is adjusted properly for your size and for comfort. The Men's Fitness bicycle has multiple adjustments available to offer a comfortable and safe position for riding. A properly sized and adjusted bicycle allows the rider to remain fully alert and avoid injury. Review this chapter carefully and all the adjusting points of your new Men's Fitness bicycle. If you have difficulty in obtaining the most comfortable riding position or performing available adjustments, contact your authorized dealer for advice. You can contact Prodeco Technologies directly by phone or email and we will assist you with the proper adjustments for your bicycle and your size.

The following list is the areas of adjustability the Men's Fitness bicycle offers:

- Saddle height
- Saddle nose angle
- Saddle to handlebar
- Handlebar height
- Stem rise and rotation
- Brake lever angle
- Brake lever reach
- Fork suspension firmness

a. The basics

Understanding the basics to a bicycle frame size will help in determining the correct positions and adjustments for your body size and comfort. The Men's Fitness's bicycle frame was designed to easily accommodate all riders from 5' 6" to 6' 6" utilizing the available adjustments. The frame size can be considered anywhere from an 18" to 23" if comparing to traditional measurements. The most important information to remember when sizing your bicycle is that you are comfortable riding, especially when pedaling.

b. Frame size

The typical measurement number used today in deciding if a frame size is the correct size for a rider is the seat tube length. This number usually begins around 17" for MTB style bicycles and can go as high as 25" for Road style bicycles. MTB bicycles will usually be 10% smaller in number size for the same height rider when comparing to Road sizes. The seat tube length is measured from the centerline of the crank (bottom bracket) to the top of the seat tube (seat tube clamp). There is another measurement sometimes forgotten which is actually more important, this is the top tube length (seat tube to the steering tube). Most manufacturers will proportionally adjust the top tube length according to the seat tube length and with stems being available in various lengths, fine tuning of this measurement is easily accomplished.

Prodeco Technologies Men's Fitness bicycle's frame measurement will differ from traditional bicycle frames due to the seat tube being longer than a traditional bicycle.

The Men's Fitness bicycle frame has an added mounting area for a rear rack at the seat tube, therefore the better way to measure the seat tube is from the base of the saddle clamp (seat post must be inserted at the lowest position) to the centerline of the crank. When measuring this way, the Men's Fitness bicycle would be considered an 18" frame. Even though considered an 18" frame, the frame is unique in other areas, allowing for all size riders and adjustable to be similar to a 23" road bike frame.

The Men's Fitness bicycle has a high seat tube angle. With the high angle seat tube, as a tall rider raises their saddle to accommodate their longer legs, the saddle will pull back offering a longer distance to the steering tube. For fine detailed adjusting, the narrow seat post saddle clamp allows the saddle to be moved back or forward an additional 7.5mm each way.

c. Recommended sizing

In today's bicycle industry, the top tube length is actually more important than the seat tube length. With seat posts now available over 300mm, the seat tube length is no longer the most important number. The distance of the bottom bracket to the road can also mislead the seat tube length. The top tube length is traditionally the distance from the center of the seat tube to the center of the steering tube. For purposes of sizing the Men's Fitness Bicycle, we will name the distance of the center of the saddle to the center of the handlebar the steering length (similar to the top tube length).

You can adjust the steering length of your Men's Fitness Bicycle by establishing the saddle position and handlebar height combined with the adjusting of the stem rise via rotation. The saddle position can be adjusted for height and distance from the steering tube via the quick release clamp and the saddle clamp. Keep in mind by increasing the height of the saddle; this will also increase the steering length due to the angle of the seat tube. If you choose to use your bicycle as a scooter style vehicle only, you should establish saddle height at a lower position to reduce the center of gravity. Saddle height can be reduced to just above your inseam. Your inseam is the measurement of the inside of your leg.

d. Control position adjustments

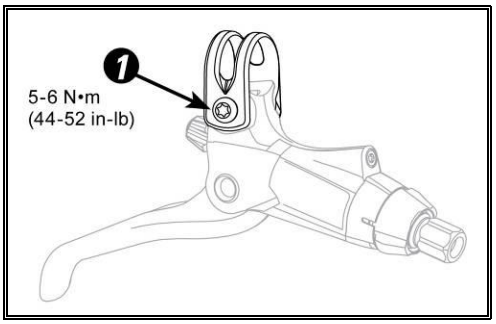
The Men's Fitness bicycle includes a SRAM 8 Speed trigger shifter on the right side of the handlebar and a thumb sliding lever bell on the left side of the handlebar. The shifter can be adjusted on the handlebar to rotate (using tools included with your bicycle). The brake lever assembly and shifter mount together and at a certain point of rotation, one should not rotate further without the other requiring to be rotated. If the factory settings on the shifter are uncomfortable for you or you cannot view the gear selector window properly, you can loosen the shifter clamp to move it into a preferred position. As stated above, you may have to loosen the brake assemble to move the shifter to your desired position. Please see section e "Brake lever height adjustments" following this section to loosen and adjust the brake lever assembly and maintain correct brake lever height adjustments.

To loosen the shifter, use the 5mm Allen Key and rotate the clamp hex bolt counter clockwise. Once the desired position is found, tighten the hex bolt of the shifter clockwise until tight and the shifter cannot be moved.
(SEE PHOTO ABOVE) ***The Shifter clamp hex bolt should be tightened to 60lbs*in.***

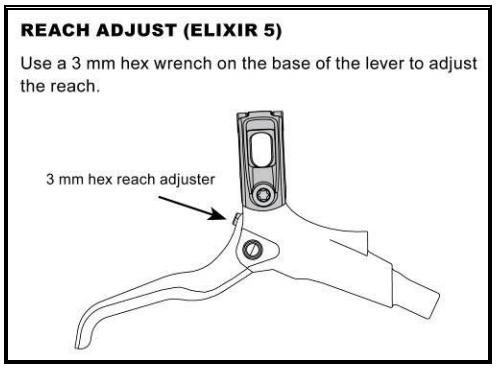
Your Men's Fitness bicycle includes a thumb lever bell for you to use to warn other people around you when approaching. The thumb lever bell can be moved to a more comfortable position if the factory setting is unsatisfactory (you will need to use the Philips screw driver included with your bicycle multi-piece tool kit). On the underside of the bell handlebar clamp there is a small Philips screw. Using a Philips screw driver, turn the screw counter clockwise 4-5 rotations to loosen the clamp enough allowing the bell to me moved. Move the bell to the desired position and using your Philips screw driver, tighten the clamp screw by turning clockwise until tight.

e. Brake lever adjustments

The preferred level of the brake lever assemblies will vary from rider to rider. The brake lever assemblies can be rotated to a desired riding position. The optimal position can be found by extending your fingers straight while sitting in the saddle. Your fingers, when extended straight, should rest on top of the levers or slightly above the levers.



The brake lever assembly has a clamp bolt (see 1 in photo) accessible from the top of the bracket. Using the T-25 Torx ® wrench included within your multi-use tool, loosen the brake lever assembly by turning the T-25 bolt counter clockwise. The lever assembly will now be loose and you can rotate it up or down to establish the preferred position to apply the brakes. A brake lever assembly may require the throttle clamp or shifter clamp to be loosened to allow the brake lever assembly to rotate. The brake lever assembly, throttle and shifter mount can prevent each other not to rotate at a certain point; one will not rotate further without the other requiring to be rotated. A compromise may be required when attempting to align the brake levers and establishing the preferred throttle and /or shifter position. The optimum position to set your brake levers depends on your riding position but it should be the extension of your arm. Your brake lever should be located at the point where your fingers extend straight out from your arms. Upon finding preferred brake lever position, tighten the T-25 Torx ® bolt using your multi-use tool. ***Brake lever clamp bolts should be tightened to 55 lb*in.***



The reach can also be adjusted which determines the position of the lever in relation to the grip. The reach can be reduced or increased. It is important to note the decrease length of reach will result in reduced brake pad travel.

f. Suspension fork adjustment

The Men's Fitness bicycle uses a dual pre-load adjustable Magnesium ZXR suspension fork. The fork's dual adjustment offers either a softer of firmer ride for smoothing out the bumps in your path. The pre-load can be adjusted according to your weight and liking. You can easily adjust the suspension performance by rotating the knobs at the top of each leg at the crown. (SEE PHOTO)

Chapter 6: Tire, Tube, Wheel and Axle Repair

The Men's Fitness bicycle was designed for ease of servicing. Possibly you or any neighborhood bicycle shops are able to repair a flat, change a tire or replace a wheel. Please review the following chapter on how to remove and replace the front and rear wheel of your Men's Fitness bicycle. Both wheels include quick release hubs.

a. Removing the front wheel

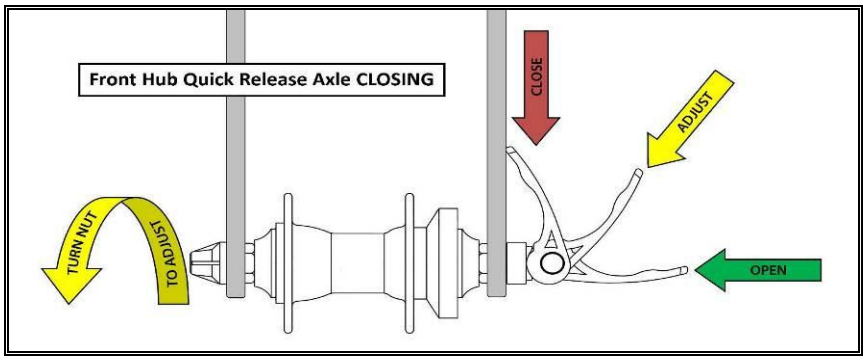
The front wheel on the Phantom X can be removed or installed without tools. A quick release skewer through a hollow axle is utilized for easy and quick wheel removal. A quick release skewer is a rod that has a threaded acorn nut on one end and a cam lever assembly on the other end. The cam lever applies pressure and locks the axle in place. The majority of higher quality bicycles produced in the last decade incorporates this design.

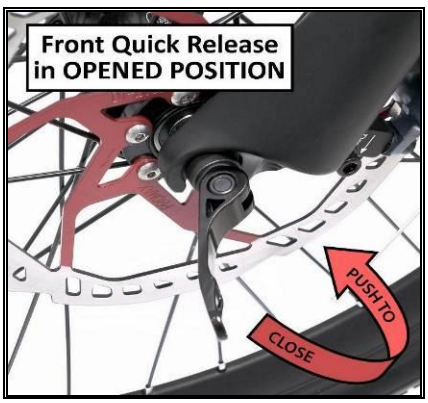
When removing the wheel, it will be easier to turn the bicycle upside down and rest the bicycle in its saddle and handlebar. Place a few blankets on the ground as not to scratch the saddle or handlebar controls. To remove the wheel, follow these steps:

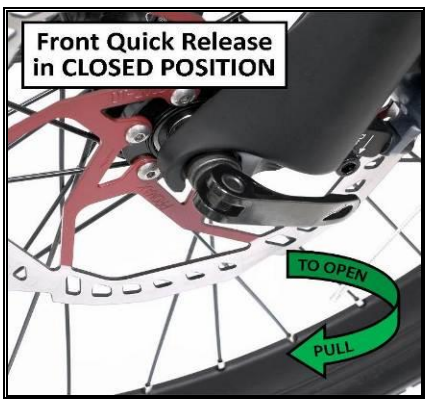
- Locate the quick release and pull the quick release lever open and away from the fork dropout.
- The quick release lever being opened will loosen the grip on fork and continue to loosen acorn nut to clear safety flange at fork dropouts.

When installing the front wheel, it is basically opposite of the above "removing the wheel'. Follow the below instructions on installing the wheel:

- Slide the wheel axle into the fork dropouts.
- Once the wheel is in the dropouts, confirm they are completely mounted in the dropouts with no space.
- Install the axle quick release skewer if it is not installed. With quick release lever fully open, tighten acorn nut until a slight resistance.
- Once tightened, close the quick release lever with force to clamp and lock the axle into the dropouts. The force must be strong enough for the axle not to become loose later. It should take some effort to close the lever but not so much that you are straining or feel you are damaging the quick release. You should not be able to open the quick release lever with 1 finger.
- Test to see if the quick release lever will open with 1 finger, if it opens you must perform the previous step again until the quick release lever clamp is tight.







b. Removing and installing the rear wheel

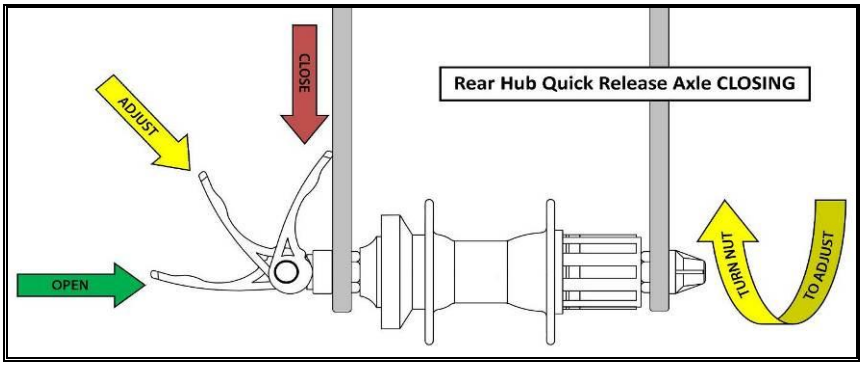
The rear wheel on the Men's Fitness bicycle can also be removed or installed without tools. A quick release skewer through a hollow axle is utilized for easy and quick wheel removal. A quick release skewer is a rod that has a threaded acorn nut on one end and a cam lever assembly on the other end. The cam lever applies pressure and locks the axle in place. The majority of higher quality bicycles produced in the last decade incorporates this design.

When removing the wheel, it will be easier to turn the bicycle upside down and rest the bicycle in its saddle and handlebar. Place a few blankets on the ground as not to scratch the saddle or handlebar controls. To remove the wheel, follow these steps:

- Prior to removing the wheel, shift the bicycle into gear 7 or 8 (the small COG/sprocket on the rear cassette. It will be easy to remove the wheel if the chain is at the end of the cassette. Make sure to spin the crank while shifting gears.
- Locate the quick release lever on the left side of the bicycle (opposite the chain side) and pull the quick release lever open and away from the frame.
- The quick release lever being opened will loosen the grip on the frame and the wheel will now slide out easily from the dropouts with a few light taps.
- The 8 speed cassette mounted to the free body hub can be slid out from the chain with no issue. The spring of derailleur may cause the lower pulley to get in the way of removing the wheel. Simply pull the pulley out of the way.

When installing the rear wheel, it is basically opposite of the above "removing the wheel'. Follow the below instructions on installing the wheel:

- Pull or push the rear derailleur lower pulley with chain out of the way of the drop outs.
- Now check to make sure the chain is not in the way and align the wheel above (below if bike is on kick stand and not upside down) the dropouts and pay attention to the lining up of the disk brake rotor into the brake caliper (between the pads).
- Prior to inserting the wheel into the dropouts, pull the chain onto the cassette.
- Slide the wheel axle into the frame dropouts.
- Once the wheel is in the dropouts, confirm they are completely mounted in the dropouts with no space.
- Install the axle quick release skewer if it is not installed. With quick release lever fully open, tighten acorn nut until a slight resistance.
- Once tightened, close the quick release lever with force to clamp and lock the axle into the dropouts. The force must be strong enough for the axle not to become loose later. It should take some effort to close the lever but not so much that you are straining or feel you are damaging the quick release. You should not be able to open the quick release lever with 1 finger.
- Test to see if the quick release lever will open with 1 finger, if it opens you must perform the previous step again until the quick release lever clamp is tight.



c. Replacing a tube or tire

Read the previous sections a. and b. to learn how to remove and replace the front and rear wheel. You will need to understand how to remove the wheel prior to replacing a tube or tire. This section only explains how to remove the tire from the rim and how to replace a tube.

Before explaining how to replace a tube and tire, details on the Men's Fitness bicycle tubes and tires are discussed. Tubes and tires are 2 of the most important components on your new bicycle and must always be in optimum condition. It is important you understand about the tubes and tires used on your bicycle.

The Men's Fitness bicycle uses high-performance KENDA Low Resistance UNI-Directional tires with a 40-65 PSI rating. Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. If, once you've gained experience with your new bicycle, you feel that a different tire might better suit your riding needs; your dealer can help you select the most appropriate design.

The size, pressure rating, and on some high-performance tires the specific recommended use, are marked on the sidewall of the tire. The part of this information, which is most important to you, is Tire Pressure. The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump that has a built-in pressure gauge.

WARNING: ***Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders.***

WARNING: ***There is a safety risk in using gas station air hoses or other air compressors. They are not made for bicycle tires. They move a large volume of air very rapidly, and will raise the pressure in your tire very rapidly, which could cause the tube to explode.***

Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement. Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand. Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

CAUTION: ***Pencil type automotive tire gauges can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge.***

Ask your dealer to recommend the best tire pressure for the kind of riding you will most often do, and have the dealer inflate your tires to that pressure. Then, visually check inflation by sitting on the saddle with your weight and noticing your tires response. You should also squeeze tires and feel resistance so you'll know how correctly inflated tires should look and feel. Some tires may need to be brought up to pressure every week or two. Other high-performance tires may also have unidirectional treads, similar to the factory tires on your Men's Fitness bicycle: their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tire will have an arrow showing the correct rotation direction. When replacing your tires with tires that are unidirectional, be sure that they are mounted to rotate in the correct direction.

There are primarily two kinds of bicycle tube valves: The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle. The Men's Fitness bicycle uses Schraeder valves. The Schraeder valve is like the valve on a car tire. To inflate a Schraeder valve tube, remove the valve cap and clamp the pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object. The Presta valve has a narrower diameter and is only found on bicycle tires. To inflate a Presta valve tube using a Presta headed bicycle pump, remove the valve cap; unscrew (counterclockwise) the valve stem lock nut; and push down on the valve stem to free it up. Then push the pump head on to the valve head, and inflate. To inflate a Presta valve with a Schraeder pump fitting, you'll need a Presta adapter (available at your bike shop) which screws on to the valve stem once you've freed up the valve. The adapter fits into the Schraeder pump fitting. Close the valve after inflation. To let air out of a Presta valve, open up the valve stem lock nut and depress the valve stem.

WARNING: ***Patching a tube is an emergency repair. If you do not apply the patch correctly or apply several patches, the tube can fail, resulting in possible tube failure, which could cause you to lose control and fall. Replace a patched tube as soon as possible.***

To remove a tire or tube, follow these instructions (you will need to use the tire levers included with your multi-use tool kit. **DEPENDING ON ACCESSORIES INCLUDED, THE LEVERS MAY NE SEPARATE AND NOT PART OF THE MULTI TOOL**):

- Let all the air out from the tube of the wheel having the replacement.
- Remove the wheel as described in detail in the previous sections.
- Remove the inner tubes air valve cover.
- Pull back the tire bead away from the rim. You will see the tube and the inside of the tire. If it requires too high pressure to pull back the tire bead, there may be still air in the tube. Check to confirm all the air is out of the tube.
- Using the tire levers from your tool set, insert one tire lever end in between the tire bead and the rim but make sure the tire lever is on top of the tube and you are not pinching the tube.

- Slide the second tire lever about 4-6 inches to the side of the first lever. Be sure not to pinch the tube and to confirm you have the lever on top of the tube and not under the tube. Slide the lever down the side of the wheel between the tire bead and rim edge while lifting the tire bead and sidewall over the rim edge.
- If removing only the tube, you can now pull the tube outside the side of the tire wall. If replacing the tube, you can now install the new tube.
- If removing the tire, use the tire levers and repeat the previous steps and remove the opposite side of the tire's sidewall bead on the same side of the rim you removed the first tire bead. The tire may easily come off the rim if you pull the tire bead over the edge of the rim and the tire levers may not have to be used.

To install a new tire, follow these instructions:

- When installing a new tire you should first insert the tube into the tire. The tube should have been partially inflated to a soft but full feel removing any wrinkles in the tube.
- Check the mounting side of the rim and confirm the directional path of the tire. High performance tires are usually directional tires and the arrow on the sidewall represents the rotation of the tire.
- Place the valve of the tube into the valve hole of the rim and slide the bead of the tire over the edge of the rim.
- Push the one side wall and bead of the tire around the edge of the wheel's rim. The tire will slide into place and may become tight as you finish.
- Once one side of the tire is inserted in the rim, check to make sure the valve stem lines up properly and the tube is smooth across the rim and inside of tire. The tube should not be bunched up in any area.
- Where the tube valve is, slide the second wall and bead of the tire into the edge of time rim. Follow pushing the tire wall and bead into the inside edge of the rim.
- You will get to an area of only a few inches left and you will need to apply pressure to push the tire side wall and bead behind the edge of the rim.
- Once the tire is fully inserted, check for any areas on both sides if the tube is exposed. The tube must not get trapped between the tire bead and rim edge.
- Locate the tube valve and use your hand to push on the tire on the outside of the valve to help push the valve further out through the rim.
- Fill the tube with 50% air and then check the tire bead and rim edge again to see if the tube is protruding anywhere. Once you confirm the tube is not protruding, you can fill the tire to your desired air pressure.
- You are now ready to install the wheel back onto the bicycle according to the previous sections.

Chapter 7: Maintenance and Replacement

Your new Men's Fitness bicycle was designed for ease of use and owner servicing. There are no tasks which require advanced skills. Most maintenance and replacing of parts were designed to be accomplished by the typical bicycle rider. Please read this section to learn how to keep your Men's Fitness bicycle performing like new.

a. Keeping your bike clean

Your new Men's Fitness bicycle is an outdoor friendly bicycle but should be kept clean and free from dirt. Dirt on and around seals and drive train components can cause premature wear and dirt on paint and part finishes can cause premature aging. If storing your bicycle outdoors under the elements, you must keep it covered with a high quality bicycle cover to avoid rain, snow or dirt damaging your new bicycle.

To clean your bicycle, follow these instructions:

- If you are planning for a ride after washing, it is recommended the saddle be covered. The saddle has miniature holes where there is stitching and water can seep into these small holes.
- To wash your bicycle you will need a small bucket of warm water with car soap, sponge, small brush, chain lube and a few rags or towels.
- Rinse your bicycle off with a light spray of water to remove any dirt on the surface. Using the sponge and warm soapy water, wash the frame and frame components which include the forks, handlebar and seat post. Start from the top of the bicycle working your way down.
- Once the frame is wash, use the sponge to clean the hubs, spokes, chain guard and rims.
- The tires, pedals, crankset and chain will be the remaining items needing to be washed. Use the brush first on the tires and then the pedals. Rinse the brush and then using the warm soapy water, clean the chain ring, freewheel and finally the chain. If the chain and drive train are very dirty or greasy, a bicycle degreaser should be utilized.
- As washing, spray the bicycle down with fresh water.
- Use the rags or towels to dry off the bicycle. Start by drying the frame first, followed by the components, the wheels, tires and then the drive train.
- Once the drive train is dry, use a chain lube to lubricate the chain.

b. Avoid scratching your bike

Your new Men's Fitness bicycle is a high quality bicycle has been designed to withstand the elements by utilizing stainless steel, anodized or painted magnesium and aluminum alloys, brass plus galvanized or painted metals. Stainless steel and brass are used in their natural forms and can withstand the elements with no additional protection required. The majority of your bicycle however is fabricated from aluminum or magnesium alloys which have either a painted finish or have been anodized. Aluminum does not rust but can discolor and corrode over time. The frame has a 2 layer clear coat which protects the aluminum brushed finish and maintains its sheen. Components such as the handlebars, crank arms, chain guard, seat post and more have been anodized through an electrolytic process which increases corrosion and wear resistance. If the frame or components become scratched, these items could slightly corrode around the scratched area. Depending on the care of your bicycle, a scratch could take years or months for corrosion to appear. To maintain future value and years of beauty, it is best to be careful when folding and moving your bicycle not to scratch the metal surfaces.

c. Brake bed-in process and information

Both brakes on your Mens Fitness are high performance Avid Elixir 5 Hydraulic Disc Brakes. No adjusting is required as hydraulic brakes self-adjust. They have powerful stopping power but must be bed in for maximum performance. Please review the following guideline and you can also refer to the included Avid Elixir 5 brake guide included with your starter kit. If you are unsure as to a component or installation procedure, please contact your local authorized dealer or Prodeco Technologies.

AVID SAFETY INFORMATION

Brakes are a safety-critical item on a bicycle. Improper setup or use of brakes can result in loss of control or an accident, which could lead to a severe injury.

Avid brakes are a performance product that offers increased stopping power over brakes that you may be used to. This greater power requires less effort to lock-up a wheel when braking. A wheel lock up might cause you to lose control and possibly cause injury.

It's your responsibility to learn and understand proper braking techniques. Consult the owner's manual for your bicycle and a professional bike dealer.

ALWAYS RIDE UNDER CONTROL

Remember, it takes longer to stop in wet conditions. To reduce the possibility of an accident and minimize trail erosion, you should avoid locking-up your wheels.

FOLLOW THESE INSTRUCTIONS CAREFULLY

If you do not understand the instructions, have the brakes serviced by a professional bicycle mechanic.

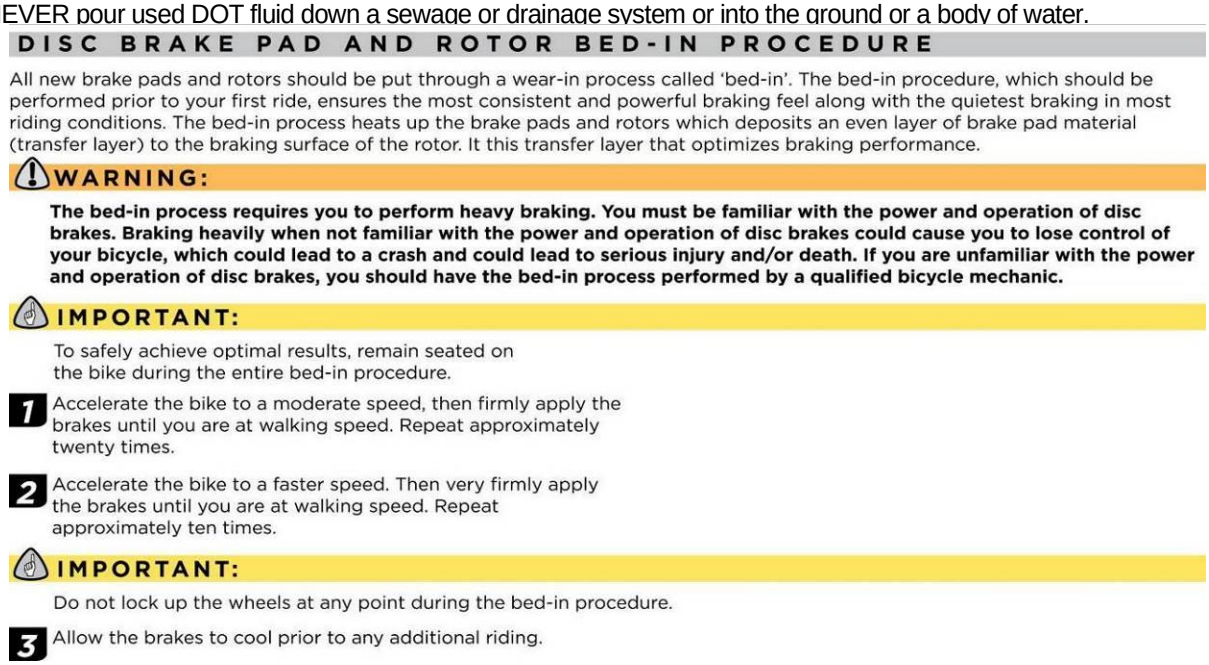
Disc brakes are OIL SENSITIVE! Do not spray any solvents or lubricants in the vicinity of the rotors or brake pads. NEVER touch the pad surface or rotor surface with your fingers. Doing so will significantly degrade braking performance.

AVID WARNING

Do not touch the braking surface of any rotor with your bare hands, because the oils from your fingers will degrade its performance. Always wear gloves, or handle the rotor by its spokes. Disc brakes become very hot during use. Do not touch the caliper or rotor immediately after use. Make sure the brake has cooled down before making any adjustments.

Hydraulic brake information

- Use only DOT 4 or DOT 5.1 fluids with Avid brakes. DOT 5.1 fluids provide enhanced braking performance.
- Do not use a fluid other than DOT fluids suggested. Doing so will damage the system make the brakes unsafe to use.
- DOT fluids will damage painted surfaces. If any fluid comes in contact with a painted surface (i.e. your frame), wipe it off immediately and clean with isopropyl.
- Do not allow any brake fluid to come in contact with the brake rotors. If this occurs, clean the rotors with isopropyl alcohol.
- Do not allow any brake fluid to come in contact with the brakes pads. If this occurs, the pads are contaminated and must be replaced.
- Used DOT fluid should be recycled or disposed of in accordance to local and federal regulations.
- NEVER pour used DOT fluid down a sewage or drainage system or into the ground or a body of water.



DISC BRAKE PAD AND ROTOR BED-IN PROCEDURE

All new brake pads and rotors should be put through a wear-in process called 'bed-in'. The bed-in procedure, which should be performed prior to your first ride, ensures the most consistent and powerful braking feel along with the quietest braking in most riding conditions. The bed-in process heats up the brake pads and rotors which deposits an even layer of brake pad material (transfer layer) to the braking surface of the rotor. It this transfer layer that optimizes braking performance.

WARNING:

The bed-in process requires you to perform heavy braking. You must be familiar with the power and operation of disc brakes. Braking heavily when not familiar with the power and operation of disc brakes could cause you to lose control of your bicycle, which could lead to a crash and could lead to serious injury and/or death. If you are unfamiliar with the power and operation of disc brakes, you should have the bed-in process performed by a qualified bicycle mechanic.

IMPORTANT:

To safely achieve optimal results, remain seated on the bike during the entire bed-in procedure.

1. Accelerate the bike to a moderate speed, then firmly apply the brakes until you are at walking speed. Repeat approximately twenty times.
2. Accelerate the bike to a faster speed. Then very firmly apply the brakes until you are at walking speed. Repeat approximately ten times.

IMPORTANT:

Do not lock up the wheels at any point during the bed-in procedure.

3. Allow the brakes to cool prior to any additional riding.

Before each ride
Check houses for signs of wear. Squeeze the brake lever firmly and check for proper brake function. Check pads for wear and replace if necessary. Ensure rotors are free of foreign substances and oils.

Pad Break In and Noise
It may take anywhere from 20 to 40 complete stops to break in Avid pads. You may begin to notice an increase in braking power after the first ride. Brake noise can occur not only during the break-in period but off and on throughout the life of the brake pads. Noise is dependent upon factors such as brake setup, rider weight, riding style, braking style, and riding conditions (i.e. dust, soil, and contamination of friction surfaces).

Care and Cleaning
Extreme care must be taken when cleaning both the bicycle and its new disc brakes. Under normal use, it is not necessary to clean the caliper rotor or pads. If necessary, use only water and dish detergent to wash the caliper and rotor being sure to thoroughly rinse all soap residues from the rotor. Dry with a clean paper towel.

d. Pad Replacement

A pad should be replaced when its total thickness (backing plate and friction material) is less than 3mm.

DISC BRAKE PAD INSTALLATION INSTRUCTIONS

1 Remove pad retainer bolt.

Start by removing the e-clip on the wheel side of the caliper, then unscrew the retainer bolt using a 2.5 mm hex. Remove the retainer bolt all the way.

2 Push the pistons back in.

Elixir calipers are self-adjusting, the pistons need to be pushed back into the body to their original position before the new pads can be installed. The safest way to do this is with the old pads still in the caliper to protect the pistons. Place a flat-blade screwdriver between the old pads, then carefully rock it back and forth, pushing the pistons back into their bores.

3 Remove the old pads.

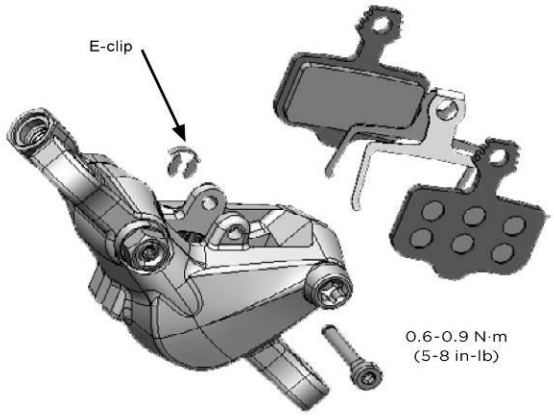
Grab the pad tabs and pull straight out.

4 Install the new pads and spreader.

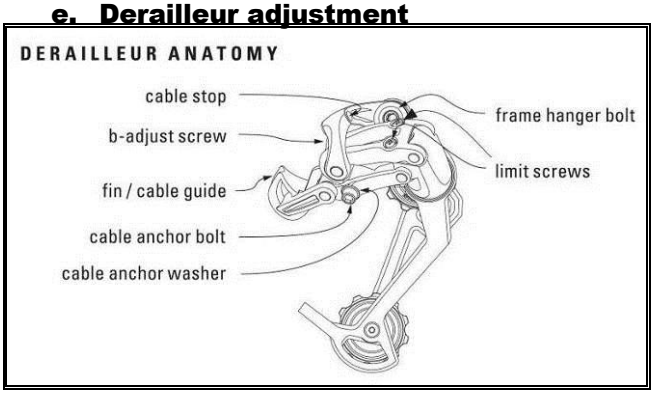
Be sure the spreader clip is oriented to the pads as shown. Align the hole in the spreader clip with the holes in the pad tabs. Squeeze the pad and clip assembly together, then insert into the caliper as a unit. Firmly push until the assembly is seated into place.

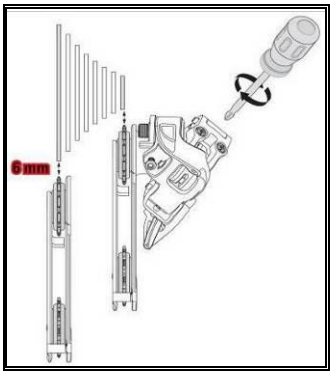
5 Re-install the pad retainer bolt.

Replace the pad retainer bolt, tighten to torque specifications, and replace the e-clip on the wheel side of the caliper.



e. Derailleur adjustment



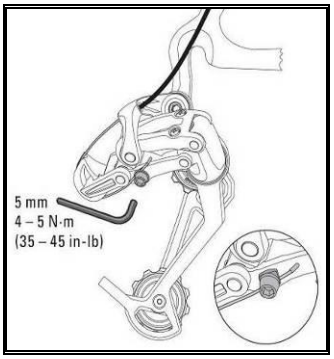


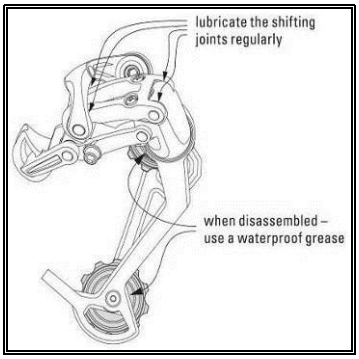
LIMIT SCREWS ADJUSTMENT

- View the rear derailleur and pulleys from behind the rear of the bicycle.
- Turn the limit screw marked 'H' on the outer link of the derailleur to align the upper guide pulley center with the outboard edge of the smallest cog – clockwise moves the guide pulley inboard towards the wheel.
- While turning the crank, push the rear derailleur towards the larger cogs by hand.
- Align the upper guide pulley under the largest cog, center to center, by turning the limit screw marked 'L' on the outer link – clockwise moves the guide pulley outboard away from the spokes.

If the chain of your bicycle falls off at the largest COG/sprocket or the chain is having problems remaining on the correct gear, you may need to adjust your derailleur. There are a multiple ways to adjust your derailleur but for a simple adjustment on the changing of gears, follow these instructions.

Located at the shifter, the adjusting knob where the cable enters the shifter will adjust gear shifting. This knob allows the loosening or tightening of the cable. Rotate this knob clockwise or counterclockwise until the derailleur is properly changing gears. This is a quick fix but for a correct adjustment, the permanent adjustment should be at the derailleur cable locking plate and fixing bolt with the shifter knob used for fine tuning.





Derailleur Troubleshooting

Problem	Cause	Remedy
Chain jumps from smallest sprocket to frame dropout.	High gear limit screw is not adjusted properly.	Turn in "screw H" until the guide pullet is aligned with the smallest sprocket.
Difficult or impossible to shift chain onto smallest sprocket.	High gear limit screw is not adjusted properly.	Unscrew "screw H" until the guide pullet is aligned with the smallest sprocket.
Chain jumps over largest sprocket and falls between the spokes and largest sprockets or inner cage plate scrapes on spokes.	Low gear limit screw is not adjusted properly.	Turn in "screw L" until the guide pullet is aligned with the largestest sprocket.
	Rear derailleur or derailleur hanger is bent.	Straighten or replace.
Delayed shifting.	Clearance between guide pulley / sprocket is too large.	Adjust 'b-adjust screw" by rotating counterclockwise.
Rough shifting behavior.	Clearance between guide pulley / sprocket is too small.	Adjust 'b-adjust screw" by rotating clockwise.
Shifts more gears onto smaller sprockets than intended.	Shift cable insufficiently tensioned.	Turn barrel adjuster on the shifter counterclockwise.
Delayed shifting onto larger sprocket.	Shift cable insufficiently tensioned.	Turn barrel adjuster on the shifter counterclockwise.
Delayed shifting onto smaller sprocket.	Shift cable is too tight.	Turn barrel adjuster on the shifter clockwise.
	Excessive cable friction, pinch or poorly routed cable.	Lubricate or replace cable & housing. Check for excessive bending of cable housing.

f. Wheel check

From time to time you should check the truing of your wheel and the condition of your spokes. Your spokes can become loose over a period of time, especially if your wheel needs truing. The easiest way to check the truing of your wheels is as follows:

- It is best to turn the bicycle upside down and place it on a blanket to avoid scratching the handlebar controls or saddle. When turning the bicycle upside down, rest the bicycle on the handlebar and saddle. If you prefer not turning the bicycle upside down you will need to pick up the wheel off the ground to test.
- Pick up the front of the bicycle by the handlebar and spin the wheel, the wheel should spin straight. If the wheel wobbles from side to side more than 1/8", the wheel should be trued. Truing is required to be performed by a person familiar with truing. Bring your bicycle to your neighborhood bicycle shop to true the wheel. To check the rear wheel, pick up the back of the bicycle by the frame and repeat the step above.
- To check for spoke tension, this can be done by squeezing 2 parallel spokes together. The spokes should be tight and you should not be able to bend the spokes. If the spokes bend and feel lose, it is important to bring the bicycle to your neighborhood bicycle shop and ask for them to tighten the spokes and true the wheel.

WARNING: ***When placing your hands near the rear wheel of your bicycle, you must keep from yourself or someone turning the crank, you could be seriously injured.***

g. Lubricating

A common area of maintenance with all bicycles is lubrication. Your Men's Fitness bicycle was designed to be virtually maintenance free by depending on the amount of riding and the environment, your bicycle should be lubricated from time to time. Areas not requiring lubrication are the HUBs, Bottom Brackets and Headset. They have bearing systems which do not require lubrication and any maintenance on these areas should be performed by a service agent.

Lubricating is always at the point where 2 surfaces touch together and friction is created. Your local neighborhood bicycle shop or most mass merchants who sell bicycles will offer various types of lubes for your bicycle. Below are the areas you should lubricate according to your maintenance schedule at the end of this chapter.

- **Chain:** The chain should be lubricated at each of the links. You can turn the crank counter clockwise while lubricating each area of pivot.
- **Forks:** Your forks are suspension forks and you should use a lubricant which does not dissolve rubber seals. Place a few drops where the seals meet the fork stanchions. The fork stanchions are the chrome legs that are inserting into the lower legs of the forks.
- **Brakes:** Where the brake arms pivot will require a drop of lubricant. Do not put lubricant on the brake rotors or pads. The brake levers pivot pins require a drop of lube at the top of the pin.
- **Brake cables:** Your brake cables are stainless steel and in lined housings. They normally will not require lube but if under harsh conditions and the brake cables feel tight, you can add a drop of lubricant at the exit and entrance of each cable from and to the brake housings.
- **Folding Mechanisms:** The folding hinge components on the frame and handlebar stem should each be lubricated with a drop of lubricant.

Any other type of lubrication or greasing of bearings should be performed by an authorized Prodeco Technologies dealer.

h. Crankset

The crankset of your Men's Fitness bicycle is a multi-piece system which includes a bottom bracket, crank arms, chainring, chainring bolts, chain guard and chain. All items are designed as maintenance free components except for lubricating the chain from time to time. The bottom bracket is a sealed bearing system with no serviceable parts. Each component of the crankset has an industry standard measurement and available through your Prodeco Technologies dealer or through us directly. Traditional bicycle components will also fit into these measurements. Please refer to Chapter 11: Parts and component Lists for a replacement part number and the part's measurement.

i. Pedals

The Men's Fitness bicycle uses folding pedals to require a slimmer space when folded. Each pedal has 2 tabs on the outside edges of the pedal's nylon cage. To fold the pedals, squeeze the tabs and pull the pedal outwards with a slight force. Once the pedal nylon cage slides out ½" from the aluminum body, you can fold the pedal down. To straighten the pedal for riding, lift the pedal nylon cage and slide the pedal back into the aluminum body. A slight force may be required to push the pedal in and for the tabs to lock the pedal in place.

The pedals with the Men's Fitness bicycle have a double bearing system. These bearings will need to be greased from time to time, it is best you bring the pedals to your neighborhood bicycle dealer to grease the pedal bearings.

j. Headset

Cartridge bearing headsets are only utilized on all Prodeco Technologies bicycles. These are maintenance free systems and should not be serviced by anyone other than a knowledgeable bicycle repair person. The headset on your bicycle is a double nut threaded system with an alloy cover. The headset is what holds the fork tight to the frame of your bicycle. There is a mall chance these nuts could become loose over time. If you notice the handlebar is loose to the fork, bring your bicycle to a local bicycle shop so they can tighten the headset.

k. Maintenance schedule

As a common practice you should follow your maintenance schedule. You should study it and allow it to become second nature to your riding.

Maintenance Schedule	Each Ride	Weekly	Monthly	6 Months	Yearly
Tire Pressure	X				
Tire Condition	X				
Visual Inspection	X				
Brake Lever Pressure	X				
Quick Releases	X				
Handlebar Alignment	X				
Saddle Alignment	X				
Wheel Check	X				
Clean and Lubricate Chain		X			
Check Brake Pads		X			
Lubricate Forks			X		
Lubricate Brakes & Cables			X		
Lubricate Folding Mechanism			X		
Check All Bolts and Torque Settings			X		
Clean Bicycle			X		
Check Wheel Spokes			X		
Inspect Rim Condition	X	X	X	X	X
Inspect Frame Condition (check for fractures)	X	X	X	X	X
Inspect Saddle, Rails and Clamp			X		
Grease Pedal Bearings				X	
Check HUB Bearings				X	
Check Headset Bearings				X	
Check Bottom Bracket Bearings				X	
Replace Brake Pads					X
Replace Brake Cables (depends on use)					X
Replace Tires (depends on use)					X

l. Torque specifications for common parts (see chart on following page)

Nuts and bolts for your bicycle are set to standard torque settings at the factory. Over time of use and shipping, settings could change and nut or bolt could become loose. Below is a chart on the torque settings in Lb per Inch for the common parts of the Men's Fitness bicycle. They have also been converted to Lb per Foot and NM.

Torque Item	lb per In	lb per Ft	N M
Bottom bracket	420 lb*in	35 lb*ft	47.46
Brake lever clamps (at handlebar)	80 lb*in	6.7 lb*ft	9.04
Cassette	300 lb*in	25 lb*ft	33.9
Chainring bolts	80 lb*in	6.7 lb*ft	9.04
Crank bolt	300 lb*in	25 lb*ft	33.9
Crank bolt cap	100 lb*in	8.3 lb*ft	11.3
Derailleur bolt	80 lb*in	6.7 lb*ft	9.04
Disc brake caliper bolts (at frame)	80 lb*in	6.7 lb*ft	9.04
Disc rotor bolts	50 lb*in	4.2 lb*ft	5.65
Disc Brake Cable Arms	40 lb*in	3.3 lb*ft	4.52
Headset locknut	150 lb*in	12.5 lb*ft	16.95
Kickstand bolt	80 lb*in	6.7 lb*ft	9.04
Pedals	300 lb*in	25 lb*ft	33.9
Saddle rail clamp bolts	140 lb*in	11.7 lb*ft	15.82
Shifter (at handlebar)	25 lb*in	2.1 lb*ft	2.825
Stem adjustable bolts	180 lb*in	15 lb*ft	20.34
Stem clamp binder bolts	90 lb*in	7.5 lb*ft	10.16
Stem quill bolt	250 lb*in	20.8 lb*ft	28.25
V brake bolts (at frame)	80 lb*in	6.7 lb*ft	9.04

Chapter 10: Warranty Service and Repair

Prodeco Technologies has taken great measures in designing and producing your new bicycle to be issue free while offering years of performance. Since the bicycle is a mechanical item, there is the possibility of an issue arising. Prodeco Technologies includes one of the best warranties in the industry and if there is an issue, this is a 2 year Front to Back warranty with no pro-rating plus Lifetime on the frame. Customer service is extremely important to us and we have taken the extra step to simplify the warranty process.

PRODECO TECHNOLOGIES - 2 YEAR LIMITED WARRANTY

PRODECO TECHNOLOGIES warrants this product, including all individual components against defects in material or workmanship as follows:

PRODECO TECHNOLOGIES 5 YEAR FRAME WARRANTY
Prodeco bicycle frames are warranted to be free from manufacture defects in materials and/or workmanship for 5 Years for the original owner. If the bicycle is sold and/or ownership transferred, the frame warranty will follow Prodeco Technologies' 2 year component warranty.

PRODECO TECHNOLOGIES LIMITED 2 YEAR COMPONENTS WARRANTY
Prodeco Technologies' bicycle components including forks, stem, handlebar, headset, seat post, saddle, brakes, cables, bottom bracket, crank set, pedals, chain, rims, spokes, wheel hub, freewheel, cassette, derailleur, shifter, kickstand, reflectors and hardware are warranted to be free from manufacture defects in materials and/or workmanship for a 2 year period from the date of original purchase.

PRODECO TECHNOLOGIES LIMITED 30 DAY FULL REPLACEMENT WARRANTY
If within the first 30 days of purchase, Prodeco Technologies at their sole option and expense will repair or replace any defective Prodeco bicycle upon determining whether the damage, failure, or loss is due to a major defect. Prodeco Technologies or your Prodeco dealer will have sole discretion to determine whether the damage, failure or loss is due to a major defect or otherwise. Warranty claims must be made by the original purchaser by contacting Prodeco Technologies Customer Service Center at 800-943-6190 within the 30 day warranty period. After the initial 30 day period, the registered owner is responsible for shipping costs to Prodeco Technologies of the warranty parts for replacement or repair.

TERMS OF WARRANTY
This warranty only applies to the original registered owner of a Prodeco Technologies bicycle. This warranty does not apply to rental or commercial use bicycles. This warranty is expressly limited to the replacement of defective parts with those of equal or greater value at the sole discretion of Prodeco Technologies. This warranty does not cover any damage or defects resulting from failure to follow instructions in the owner's manual, acts of God, accident, misuse, neglect, abuse, commercial use, alterations, modification, improper assembly, operator error, water damage, stunt riding or improper follow-up maintenance. This warranty does not include normal wear and tear parts (tires, tubes, brake pads). Prodeco Technologies will not be liable and/or responsible for any damage, failure or loss caused by any unauthorized service or use of unauthorized parts. In no event shall Prodeco Technologies be responsible for any direct, indirect or consequential damages, including without limitation, damages for personal injury, property damage, or economic losses, whether based on contract, warranty, negligence, or product liability in connection with their products.

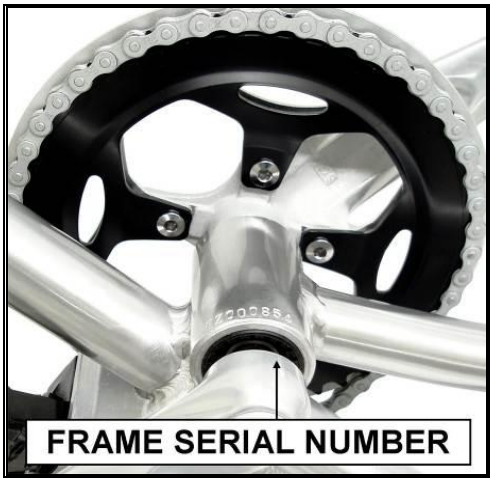
WARRANTY REMEDY
If your Prodeco Technologies electric bicycle is not working properly because of a defect, you may return it to the place of purchase or any authorized Prodeco Technologies dealer for inspection. You may direct your warranty questions to an authorized Prodeco dealer or Prodeco Technologies Customer Service at 800-943-6190. Parts which are verified by Prodeco Technologies to be defective and qualify for warranty replacement will be provided after your warranty claim is processed. Return of the warranted defective part to Prodeco Technologies is the responsibility of the owner. Prior to any warranty replacement, your bicycle must be registered with Prodeco Technologies on our website http://prodecotech.com/register-your-bike/ or by mailing in the warranty registration card. Proof of purchase in the form of a bill of sale or receipted invoice is required.

This warranty is the sole and exclusive remedy and is in lieu of all other remedies, including consequential and incidental damages. Some states do not allow the exclusion of limitation of consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights that may vary from state to state.

SHIPPING TERMS
International customers and customers outside of the Continental USA will be subject to all shipping fees, duties and taxes, regardless of location of initial purchase. After 30 days of ownership, shipping charges are the responsibility of all bicycle owners regardless of location for shipping components to Prodeco

a. Registering your bike

It is very important you register your new bicycle when purchasing. This is the only way your warranty will take effect. It is required you register your bicycle within 2 weeks from the date of purchase. You must save your receipt of purchase. To register your bicycle, you can fill out the form on the Prodeco Technologies website at www.prodecotech.com or you can fill out the registration card in the next section below and scan it to service@prodecotech.com, or fax it to 954.974.6729 or mail it to: **Prodeco Technologies - 2590 North Powerline Road, Pompano, FL 33069**



b. Where to find the serial number (it is located under the crank on the frame)

c. Registration Card

Prodeco Technologies Registration & Warranty Support Form

First Name	_____	
Last Name	_____	
Address:	_____	
Suite or Apartment Number:	_____	(if applicable)
City:	_____	
State (Province):	_____	
Zip (Postal) Code:	_____	
Country:	_____	
Email:	_____	
Phone:	_____	
Model Purchased:	Men's Fitness MTB Folding Bicycle	
Date Purchased:	_____	
Dealer Purchased From:	_____	
Dealer Address:	_____	
Dealer Phone:	_____	
Dealer Website:	_____	(if applicable)
Dealer Satisfaction:	**1 2 3 4 5 6 7 8 9 10**	(10 is excellent)
Sales Person Knowledge:	**1 2 3 4 5 6 7 8 9 10**	(10 is excellent)
Would You Recommend Dealer:	**1 2 3 4 5 6 7 8 9 10**	(10 is excellent)
Purchase Satisfaction:	**1 2 3 4 5 6 7 8 9 10**	(10 is excellent)
Frame Serial Number:	_____	(under crank)
Primary Use:	_____	

d. Part replacement procedure

In the rare occurrence of a part becoming defective, Prodeco Technologies tries to make part replacement as painless as possible. Simply contact Prodeco Technologies service department and explain the problem. A representative will assist you with getting the part at issue replaced quickly. You can also bring your bicycle to a local authorized dealer and they can assist you with the problem. Parts are always in stock and can be ship immediately.

e. Contacting Prodeco Technologies

You can contact us via the website, email, phone, fax or by mail. Please review the contact details below:

Website: www.prodecotech.com
Email: service@prodecotech.com
Phone: 800.943.6190, **Fax:** 954.974.6729
Mail: Prodeco Technologies
1201 NE 38TH Street
Oakland Park, FL 33334

Chapter 11: Parts and components list

LINE	PART NUMBER	DESCRIPTION	MSRP
1	AC.BE.TH.40.B	ACCESSORY - BELL - Aluminum - v31 - Thumb Lever - 40mm Diameter - Black Shell	$3.95
2	AC.TO.MU.18.RN	ACCESSORY - TOOL - Multi Use Tool - 18018 - Anodized Red & Nickel	$16.95
3	PT.BB.SB.SQ.110.68	BOTTOM BRACKET - Sealed Bearings - Square Taper - 110.5mm x 68mm	$14.95
4	PT.BR.AV.E1B.0IS.900	BRAKE DISC - Avid Elixir 1 - CALIPER SET - Black - 160 IS Front / 900mm Hose	$95.00
5	PT.BR.AV.E1B.20IS.1350	BRAKE DISC - Avid Elixir 1 - CALIPER SET - Black - 160 IS Rear / 1350mm Hose	$95.00
6	PT.BR.PT.AV.EL.PR	BRAKE DISC - PART ONLY - Avid Elixir - Pad Set - Retail	$24.95
7	PT.BR.RO.AV.GS2.160	BRAKE ROTOR - Avid - GS2 - Clean Sweep 2 - 6 Bolt Pattern-Stainless Steel - 160mm	$44.00
8	PT.CH.KMC.CO.ML2.B	CHAIN PART - KMC - Connector - Missing Link 2 - Black	$2.95
9	PT.CH.KMC.X893.118	CHAIN - KMC - X 8.93 - 8 Speed - Nickel & Grey - 118L	$18.95
10	PT.CR.PT..CRB.DS	CRANKSET - PART ONLY - Chain Ring Bolts - Double Male & Female - (4 pc set)	$1.95
11	PT.CR.PT.CA.44LB	CRANKSET - PART ONLY - Crank Arm ONLY - for 44T - Left Side - Black	$9.95
12	PT.CR.PT.CA.44RB	CRANKSET - PART ONLY - Crank Arm ONLY - for 44T - Right Side - Black	$12.95
13	PT.CR.PT.CB.	CRANKSET - PART ONLY - Crank Bolts - Hex 2 Piece Set - for Square Taper BB - BOLTS ONLY	$2.95
14	PT.CR.PT.CG.44.B	CRANKSET - PART ONLY - Chain Guard ONLY - for 44T - Black	$14.95
15	PT.CR.PT.CR.44.B	CRANKSET - PART ONLY - Chain Ring ONLY - 44T - Black	$8.95
16	PT.CS.SR.PG850.1130	CASSETTE - 8 Speed - SRAM - PG 850 - 11-30T - Chrome Plated	$30.00
17	PT.DE.SR.X5.M89.B	DERAILLEUR - SRAM - X5 - Medium Cage - 8/9 Speed - Black	$53.00
18	PT.FO.ZXR.130T26.BM	FORK - Suspension - HL ZXR - Magnesium - 1 1/8" Threaded 130HT - Black Matte	$99.95
19	PT.FR.ME.V13A.BM	FRAME - Men's Fitness - V13A - Aluminum - Folding - Black Matte	$139.95
20	PT.GR.PR.KR.3535.RE	GRIP SET - Prodeco - 27023 - Black Kraton - 135mm Left / 135mm Right - RED Alloy Lock Rings	$14.95
21	PT.HA.HL.198.640.B	HANDLEBAR - Aluminum - HL - 198 - Mid Rise 40 x 31.8 x 640 x 10º - Black	$19.95
22	PT.HE.CH919.THCB.B	HEADSET - Threaded - Integrated 44mm - Aluminum - Cartridge Bearings - Black	$19.95
23	PT.HU.FR.WR95.SBD.B	HUB - FRONT - WR 95 - 36 x 12G - Quick Release DISC Sealed Bearings 100mm - Black	$21.95
24	PT.HU.RR.WR92.8D.B	HUB - REAR - WR 92 - 8/9 Speed 36 x 12G - Quick Release DISC 135mm - Black	$29.95
25	PT.KS.519.AD.DL.B	KICK STAND - Aluminum - K519 - Adjustable - Double Leg for 26" Bikes - Black	$34.95
26	PT.PE.HTI.F2.	PEDALS - HTI - Folding F2 - Aluminum & Nylon	$14.95
27	PT.RE.CE.165.FRW	REFLECTOR - Cateye - RR-165-BSLW - Front Round Reflector - 165mm - White	$1.95
28	PT.RE.CE.165.RRR	REFLECTOR - Cateye - RR-165-BSLW - Rear Round Reflector - 165mm - Red	$1.95
29	PT.RE.CE.GS272.SPB	REFLECTOR - Cateye - NGS-272 - Seatpost Bracket - Black	$0.95
30	PT.RE.CE.GS318.HBB	REFLECTOR - Cateye - NGS-318 - Handlebar Bracket - Black	$0.95
31	PT.RI.KE.26.25.P	RIM TAPE - Kenda - 26" - 25mm Wide - Poly Strips	$2.95
32	PT.RI.ST.26.J25.BB	RIM-Aluminum - Stars - 26" - J25C - Triple Wall, 36 Holes x 12G - All Black	$32.95
33	PT.SA.VL.3205.BKR	SADDLE - VELO PLUSH 3205 - Sport Vented - 268mm x 173mm - Black w/ Red Stitching	$24.95
34	PT.SH.SR.X4.TR.8	SHIFTER - SRAM - X4 - Trigger - 8 Speed	$15.00
35	PT.SP.12G.237.SS.B	SPOKE - 12G - 237mm - 18/8 Stainless Steel - Black	$0.50
36	PT.SP.NI.BR.12G.16	SPOKE NIPPLE - Brass - 12G - 16mm	$0.50
37	PT.SP.PX.271.272350.B	SEATPOST - Aluminum Rigid - Promax SP 271 - 0º Offset - 27.2 x 350 - Black	$18.95
38	PT.ST.PX.570.318.B	STEM - Aluminum - Promax - 570 - Adjustable x 105mm x 1 1/8" Quill x 31.8mm - Black	$28.95
39	PT.TI.CO.TR.26.21	TIRES - Continental - Traffic - 26" x 2.1"	$34.95
40	PT.TU.KE.26.212.48	TUBES - Kenda - 26" - 1.95 / 2.125" - Butyl Rubber - 48mm Valve	$6.95

Chapter 12: Specifications

Specifications	
Frame:	Folding Aircraft Grade T6 Aluminum Alloy
Folding Lock:	Patented 2 Stage Overlapped Locking EZ Adjust
Finish:	Flat Black w/ Satin Clear Coat Protection
Fork:	ZXR Magnesium 120mm Travel
Headset:	CH Cartridge Bearing Integrated 44mm
Stem:	Promax Adjustable Aluminum Alloy
Handlebar:	Promax Polished Mid-Rise Aluminum 600L
Front Brake:	Avid Elixir Hydraulic Brake w/ 160mm Avid GS2 Rotor
Rear Brake:	Avid Elixir Hydraulic Brake w/ 160mm Avid GS2 Rotor
Brake Levers:	Avid Elixir Hydraulic Brakes
Crankset:	Forged Aluminum 170 Arms w/ 44 x 3/32" CR
Chain Guard:	Aluminum Alloy Sandblasted
Bottom Bracket:	PT 110mm Sealed Bearing 68mm English
Pedals:	Aluminum Alloy & Nylon Folding w/ Cr-mo Axles
Chain:	KMC X8.93 Narrow 1/2" x 3/32"
Rear HUB:	WR 135mm 36H Freebody w/ Quick Release Axle
Rear COG:	SRAM PG-850 11-32 8 Speed Cassette
Rear Derailleur:	SRAM X7 8 Speed
Shifter:	SRAM Trigger 8 Speed Shifter
Rims:	Stars 12G x 36H Triple Wall Aluminum Deep Dish
Spokes:	Stainless Steel 12G & Solid Brass Nipples
Tires:	Continental 26” x 2.1” Traffic “All Terrain” Tires
Tubes:	Kenda 26” X 2.125” 48mm Valve
Kick Stand:	Center Mount Adjustable Aluminum Double Leg
Seat Post:	Promax HD Machined Aluminum 27.2” x 350MM
Seat Post Bracket:	Promax Double Barrel Bolt Infinite Adjust
Saddle:	VELO Plush 3205 Vented Sport
Reflectors:	Cateye White Front & Wheels w/ Red Rear
Weight Limit:	220 LBS
Frame Warranty:	5 Years
Components Warranty:	2 Years
Weight:	36 LBS